

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 11, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: February 17, 2004 - State Capitol, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|-------------------------|------------------|
| 1. | Diversified Bridge Service
6775 Harvey
Spring Lake, MI 49456 | Bridge Operation | \$784,000 |
|----|---|-------------------------|------------------|

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the maintenance and operation of the Bascule Bridge, which carries US-31 traffic over the Grand River. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from March 15, 2004, through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the maintenance and operation of the Bascule Bridge.

Benefit: The contract provides for the maintenance and operation of the Bascule Bridge, which helps to ensure a safe route for crossing the Grand River.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the bridge could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49456.

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| 2. | Greenscape
P.O. Box 133
Lake, MI 48632 | Curb, Bridge and
Intersection Sweeping | \$170,000 |
|----|---|---|------------------|

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the provision of scheduled curb, bridge, and intersection sweeping on State trunklines in Ottawa County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for curb, bridge, and intersection sweeping on State trunklines in Ottawa County.

Benefit: The contract provides for safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the roadways could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48632.

3. **Pollution Control Services** **Catch Basin Cleaning** **\$90,000**
 P.O. Box 490
 Kalkaska, MI 49646

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the provision of scheduled catch basin cleaning on all State trunklines in Ottawa County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for catch basin cleaning, storm water pumping, and sewer/culvert jetting on State trunklines in Ottawa County.

Benefit: Safer highways resulting from the cleaning of catch basins.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the roadways could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49646.

CONTRACTS

4. **HIGHWAYS – Railroad Force Account Work**
Master Agreement (94-0804) between MDOT and Tuscola & Saginaw Bay Railway Company, Inc., dated July 5, 1994, provides for improvements under job number 78603 to a crossing of Tuscola & Saginaw Bay in Pine River Township, Gratiot County. These improvements include the removal of existing warning devices and the placement of cantilever flashers with gates in both directions of travel.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 200,000</u>
Total Funds	<u>\$ 200,000</u>

STR 29041 - 78603
Railroad Force Account Work

Purpose/Business Case: To remove existing warning signals and upgrade to cantilever flashers with gates.

Benefit: Increased safety by upgrading the warning devices at a grade crossing.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% Federal Funds; based on RR estimate.

Risk Assessment: Higher probability of vehicle-train accidents due to inappropriate warning signals.

Cost Reduction: Permanent upgrade to cantilevers and gates is a one-time lower cost than the projected value of future accidents.

New Project Identification: Update existing railroad crossing warning signals.

Zip Code: 48801.

5. HIGHWAYS - Research Services - Time Extension

Authorization Revision (Z14/R2) under Contract (95-0242) between MDOT and the University of Michigan will extend the authorization term by approximately three months to provide the university sufficient time to review MDOT documentation, identify needs for changes, and present these changes to MDOT. The review will be coordinated with the workshop instructors, which will require additional time. The original authorization provides for research services to identify the differences between the current MDOT design practices, American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications, and AASHTO Load and Resistance Factor Design (LRFD) Code; to detail design examples for Michigan-specific design parameters; to provide a workshop program and documentation; and to train MDOT technical staff. The revised authorization term will be February 11, 2002, through May 31, 2004. The total authorization amount remains unchanged at \$174,277. The contract term is July 31, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Extend the authorization to provide time for the university to coordinate review of MDOT documentation with workshop instructors. The project provides for identification of the differences between the current MDOT bridge design practices, AASHTO Bridge Standard Specifications, and AASHTO LRFD Bridge Code; to detail design examples for Michigan-specific design parameters; and to hold workshop programs for training MDOT technical staff.

Benefit: Use of the AASHTO LRFD Bridge Code by 2007 for bridge design is required by the FHWA. This will provide a smooth implementation of the LRFD AASHTO Bridge Code into Michigan practice.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not extending the expiration date will halt the project, which addresses errors in bridge design that may occur when using a different design code; these errors are costly to correct. A reduction in errors in the design will result from this project through review of design principles and training of MDOT technical staff.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new research project.

Zip Code: 48109.

6. HIGHWAYS – Time Extension

Amendatory Contract (98-1351/A3) between MDOT and Global Remediation Technologies, Inc., will extend the contract term by one year. The additional time is needed to complete the environmental cleanup and to determine the best way to achieve an unrestricted environmental closure. The original contract provides for remediation services for the cleaning of groundwater at the Kalkaska Maintenance Garage in Kalkaska County. The revised contract term will be February 22, 1999, through February 22, 2005. The total contract amount remains unchanged at \$513,785.62. Source of Funds: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Purpose/Business Case: This revision is needed to provide sufficient time for the consultant to complete the environmental cleanup and closure at the Kalkaska maintenance garage. The Kalkaska Maintenance Garage is a site of environmental contamination where the groundwater is contaminated with a plume of trichloroethylene (TCE). An environmental cleanup operation has been ongoing since 1998. The remediation system successfully reduced the TCE contaminant concentrations to below the Michigan Department of Environmental Quality (MDEQ) cleanup criteria by late 2002. The required one year of groundwater monitoring, however, revealed that a small amount of the contamination still remains and will prevent achieving an unrestricted environmental closure. The remaining options are to a) restart the groundwater remediation system, b) monitor the groundwater for natural attenuation of the remaining contamination, or c) pursue a risk-based environmental closure. All three options are covered in the scope of work of the current contract but will require additional time.

Benefit: Completing the cleanup of this site will improve the groundwater quality at the Kalkaska Garage location and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT will not be in compliance with Part 201 of Act 451, P.S. 1994, as amended, if this project is terminated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. The environmental remediation project at this site has been ongoing since 1998.

Zip Code: 49646.

7. HIGHWAYS – IDS Time Extension

Amendatory Contract (2000-0144/A2) between MDOT and V3 Infrastructure Services, Ltd./SDI Consultants, Ltd., will extend the contract term by six months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which extra time is needed because of the necessary redesign of a detour route in the city of Niles. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through September 9, 2004. The maximum dollar amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for on-going projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49120.

8. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z1/R4) under Contract (2000-0144) between MDOT and V3 Infrastructure Services, Ltd./SDI Consultants, Ltd., will extend the authorization term by six months to provide sufficient time for the consultant to complete the services. The additional time is needed because discussions at the plan review meeting revealed that the planned detour would block a large section of the city of Niles from a direct route from the fire station for five months. A new detour route was designed in order to minimize the period of blockage, and MDOT and City of Niles approval for the new route consumed design time. The original authorization provides for design services for the widening and resurfacing of M-51 in the city of Niles and Niles Township in Berrien County (CS 11091 – JN 50755C). The revised authorization term will be August 29, 2001, through September 9, 2004. The authorization amount remains unchanged at \$399,265.77. The contract term is March 9, 2000, through September 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension will allow for the completion of design services for the widening and resurfacing of M-51 in Niles and Niles Township. Discussion with the city of Niles at the plan review meeting revealed that the planned detour would block a large section of north Niles from the fire station for five months. A new detour route was designed in order to minimize the period in which emergency services would be blocked from the most direct route to north Niles. MDOT and city approval for the new route consumed design time. The remaining work will be accomplished with no additional funds.

Benefit: The benefit of this time extension is that the design can be completed. No further time or funds are expected to be necessary to have all previously authorized design services completed prior to construction letting, currently scheduled for January 2005.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete the design work. Rushing the project through the design completion process would result in reduced quality and an incomplete product due to the limited time remaining. It will be far more costly for MDOT to attempt to take over the design at this point than to have the consultant complete it, especially since the consultant is not requesting any additional funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49120.

9. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0160/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. This extension is required to meet the scheduled plan completion date of authorization (Z22), the design of the cold milling, bituminous resurfacing and safety upgrades on M-34 from east of M-99 to US-127 in Jefferson and Pittsford Townships, Hillsdale County. The original contract provides for design consultant services to be performed on an as needed/when needed basis. Additional pavement and drainage designs are required, and the contract does not currently extend to the end of the scheduled completion date. The revised contract term will be March 9, 2000, through March 9, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the expiration date for the original contract from March 9, 2004, to March 9, 2005, to provide consultant sufficient time to complete ongoing projects under authorization (Z22).

Benefit: This amendment will allow for the completion of authorization (Z22), M-34 from east of M-99 to US-127, in Jefferson and Pittsford Townships, Hillsdale County.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this contract is not in alignment with the completion date of authorization (Z22). Additional pavement and drainage designs are required and the contract does not currently extend to the end of the scheduled completion date. The change in the pavement section and drainage designs were evaluated on a cost benefit basis. The construction costs would be virtually the same as previously programmed for the project limits, yet the corridor's needs would be better addressed with this revision. The design changes would allow for the damage due to standing water on the pavement surface to be greatly reduced.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is a pavement rehabilitation project.

Zip Code: 49271.

10. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z22/R4) under Contract (2000-0160) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will add services to include the preparation of pavement and drainage designs to allow for the reduction of standing water on the pavement surface and the preparation of right-of-way plans, will increase the authorization amount by \$43,919.72, and will extend the authorization term by one year. The extension is needed to allow the consultant sufficient time to complete the additional design requirements. The original authorization provides for the design of M-34 from east of M-99 to US-127, including cold milling, bituminous resurfacing, and safety upgrades, in Jefferson and Pittsford Townships, Hillsdale County (CS 30041 – JN 50715C). The revised authorization term will be June 6, 2002, through March 9, 2005. The revised total authorization amount will be \$390,128.70. The revised contract term (see previous item) will be March 9, 2000, through March 9, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The original contract provides for the design of the cold milling, bituminous resurfacing, and safety upgrades on M-34 from east of M-99 to US-127 in Jefferson and Pittsford Townships, Hillsdale County. A field review by University Region Geotechnical and Project Development along with Jackson TSC Construction and Maintenance proposed changing to more appropriate pavement and drainage designs. Also, the need for right-of-way acquisition and permits was overlooked during the scoping, programming, and previous design activities for this project. A right-of-way phase is being established that will require the submittal of corresponding preliminary and final right-of-way plans. This extension is needed to allow sufficient time to meet the additional design requirements.

Benefit: This revision will allow for the completion of authorization (Z22), M-34 from east of M-99 to US-127 in Jefferson and Pittsford Townships, Hillsdale County. The proposed changes to the pavement section and drainage better meet the corridor's needs with comparable construction costs. These changes will assist in removing water from the pavement surface. Two areas of acquisitions also require legal alignments and grading permits in order to accurately prepare the property descriptions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The change in the pavement section and drainage designs were evaluated on a cost benefit basis. The construction costs would be virtually the same as previously programmed for the project limits, yet the corridor's needs would be better addressed with this revision. The design changes would allow for the damage due to standing water on the pavement surface to be greatly reduced. Also, the need for essential right-of-way acquisition and permits was overlooked during the scoping, programming and previous design activities for this project. A right-of-way phase is being established that will require the submittal of corresponding preliminary and final right-of-way plans. Failure to establish these additional services would result in a greater risk of water damage on the pavement surface. Also, the addition of the right-of-way phase is essential, regardless of project scope.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a pavement rehabilitation project.

Zip Code: 49271.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0199/A2) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. This extension is required to meet the scheduled plan completion of authorization (Z7) for bridge design at the M-59 Adams Road Interchange in the city of Rochester Hills, Oakland County. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The project is on schedule with a completion date of September 4, 2004; however, the contract does not currently extend to the end of the scheduled completion date. The revised contract term will be March 9, 2000, through March 9, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the expiration date for the original contract from March 9, 2004, to March 9, 2005, to provide consultant sufficient time to complete the ongoing project under authorization (Z7).

Benefit: This amendment will allow for the completion of authorization (Z7), the M-59 Adams Road Interchange in the city of Rochester Hills in Oakland County.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this contract is not in alignment with the completion date of authorization (Z7). Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of their project responsibilities. Should this occur, MDOT will be unable to complete the design.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Authorization 7 is for a new interchange at M-59 Adams Road. The existing interchange will be removed.

Zip Code: 48309.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R6) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. This project was separated into three phases due to the unavailability of funding for the complete project at one time. This extension is necessary to allow for the expiration date of this authorization to be in alignment with the scheduled plan completion date under the design phase. The original authorization (Z7) provides for design services to be performed on all work related to the bridge design portion of the Adams Road Interchange in the city of Rochester Hills in Oakland County. The revised authorization term will be July 17, 2002, through March 9, 2005. The authorization amount remains unchanged at \$752,665.18. The revised contract term (see previous item) will be March 9, 2000, through March 9, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This extension will provide sufficient time for the consultant to complete the design services. This project was separated into three phases due to the unavailability of funding for the complete project at one time. This extension is necessary to allow for the expiration date of this authorization to be in alignment with the scheduled plan completion date under the design phase. The original authorization (Z7) provides for design services to be performed on all work related to the bridge design of the Adams Road Interchange in the city of Rochester Hills, Oakland County.

Benefit: This revision will allow for the completion of the authorization work, which will provide for the improvement of the capacity of the existing Adams Road Interchange and improve access to the local roadway system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will require the consultant to stop all design work prior to the completion of its project responsibilities. The State Transportation Commission, as directed by the Governor's office, recently brought this project back into MDOT's program. However, it was decided to construct the project in three separate phases. The current expiration date of this authorization is not in alignment with the scheduled plan completion dates under this phased approach. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for a new interchange at M-59/Adams Road in the city of Rochester Hills in Oakland County. The existing interchange will be removed.

Zip Code: 48309.

13. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z19/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional services to complete full construction engineering services on US-12 (Michigan Avenue) from Firestone to Wyoming in the city of Dearborn, Wayne County (CS 82062 - IN 47064A), and will increase the contract amount by \$22,655.68. These additional services are needed due to unforeseen utility delays. The authorization term remains unchanged, June 2, 2003, through November 29, 2004. The revised authorization amount will be \$343,230.55. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The additional services are needed due to unforeseen utility delays.

Benefit: Completion of the project will ensure that correct construction practices are utilized by the contractor, the contract specifications are met, and that Federal Highway funds are captured for the work done.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: MDOT would risk losing federal funding.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: This is not a new project.
Zip Code: 48126.

14. HIGHWAYS - IDS Construction Services

Authorization (Z35) under Contract (2001-0671) between MDOT and Soil and Materials Engineers, Inc., will provide for as needed hot mix asphalt quality assurance inspection and testing services for the Bay Region for the 2004 construction season. This authorization will be in effect from the date of award through April 24, 2005. The authorization amount will be \$571,220.20. The contract term is April 24, 2002, through April 24, 2005. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization is for hot mix asphalt (HMA) quality assurance (QA) inspection and testing services for the Bay Region for the 2004 construction season. These services will support the delivery of the MDOT capital outlay program in a timely manner and will only be used when the work cannot be handled by MDOT forces.

Benefit: The benefits include adequate inspection and testing, as required by federal law, for construction or rehabilitation projects, resulting in high quality products and service. The inspection and testing will result in assuring all parts of these construction or reconstruction projects are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been established.

Risk Assessment: The risk of not approving these HMA QA inspections and testing services is that MDOT will not have the manpower to cover all this work on all of the projects in the Bay Region for the 2004 construction season. The result will be inadequate inspection and testing, resulting in sub-standard work and possible loss of Federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This work may or may not be performed on new construction projects, depending on the need.

Zip Code: 48601.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z16) under Contract (2002-0249) between MDOT and L.S. Engineering, Inc., will provide for full construction engineering services to be performed on Old M-21 over Black Creek in Ottawa County (CS 70023 - JN 48735A). This authorization will be in effect from the date of award through March 7, 2005. The authorization amount will be \$115,400.81. The contract term is March 7, 2002, through March 7, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for full construction engineering services on the Old M-21 project in the Grand Rapids TSC. These services will support the delivery of the bridge program in a timely manner. At present, this work cannot be completely handled by MDOT forces.

Benefit: The benefits include adequate project administration and inspection and testing, as required by Federal law, on the existing freeway for the people of Michigan, resulting in a high quality product. The services will result in assuring that all parts of construction are up to current MDOT standards.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these construction engineering services is that the construction of Old M-21 in the Grand Rapids TSC will not have adequate project administration and inspection and testing, resulting in sub-standard work and possible loss of Federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing roadway.

Zip Code: 49464.

16. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z17) under Contract (2002-0249) between MDOT and L.S. Engineering, Inc., will provide for full construction engineering services to be performed on US-31 from the county line to the I-196 business loop, city of Holland (CS 70021 - JN 53378A). This authorization will be in effect from the date of award through March 7, 2005. The authorization amount will be \$294,911.30. The contract term is March 7, 2002, through March 7, 2005. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for full construction engineering services on the US-31 project in the Grand Rapids TSC. These services will support the delivery of R & R and CPM program in a timely manner. At present, this work cannot be completely handled by MDOT forces.

Benefit: The benefits include adequate project administration and inspection and testing, as required by federal law, on the existing freeway for the people of Michigan, resulting in a high quality product. The services will result in assuring all parts of construction are up to current MDOT standards.

Funding Source: Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these construction engineering services is that the construction of US-31 in the Grand Rapids TSC will not have adequate project administration and inspection and testing, resulting in sub-standard work and possible loss of Federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing roadway.

Zip Code: 49423.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z7/R1) under Contract (2002-0615) between MDOT and Eagle Consultant Engineering, LLC, will provide for additional as needed consultant construction administrative assistance services to be performed in the Metro Region (CSs 82052, 82252, 82125, 50015, and 84900 - JNs 59066A, 56233A, 45752A, 46273A, and 75757A) and will increase the authorization amount by \$77,857.34. This revision is necessary to allow for the continuation of the administrative assistance services due to unforeseen additional work. The original authorization (Z7) provides for as needed consultant construction administrative assistance services, for a total cost of \$82,488.26. The term of the authorization remains unchanged, August 12, 2003, through August 8, 2005. The revised authorization amount will be \$160,345.60. The contract term is August 8, 2002, through August 8, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will allow for the continuation of the as needed consultant construction administrative oversight of the listed projects.

Benefit: The benefit of this revision will allow for the continuation and adequate oversight of the administration of the projects included within the originally authorized scope of services along with the addition of several new projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the revision, the consultant would be unable to administer adequate oversight resulting in delayed payment to contractors and lack of professional guidance on federally funded projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is oversight on existing projects.

Zip Code: 48075.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the design of I-96 from east of 16th Avenue east to east of Bristol Avenue in Wright and Tallmadge Townships and the city of Walker in Ottawa and Kent Counties (CS 41026 - JN 53377C). The work items include work related to designing and creating the necessary special provisions and related documentation for this rehabilitation project, including the freeway and ramp rehabilitation. The length of this project is 6.358 miles. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$735,047.19. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Perform major pavement rehabilitation to I-96 just west of Grand Rapids within the limits of work, including the service ramps. The project will also include geometric improvements, if required, wherever possible. Any necessary sign upgrades will also be included as part of this project.

Benefit: Creating another stepping stone to our 2007 pavement condition goals. Rehabilitation of the existing pavement will increase the service life and increase safety of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not approved, the existing pavement condition will continue to deteriorate, causing major failures, increased user delay, and an unsafe driving surface for the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is a major pavement rehabilitation project on existing alignment.

Zip Code: 49544.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the design of the M-11 (28th Street) bridge over US-131 in Kent County (CS 41131 - JN 53766D). The work items include bridge replacement, approach work, and reconstruction of acceleration lanes. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$190,309.90. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The work is for bridge replacement and acceleration/deceleration ramp reconstruction and approaches.

Benefit: The benefits of this work are a replaced bridge and the increased acceleration/deceleration lengths for the ramps, bringing them up to meet current standard.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The structure is in poor condition and needs upgrading and repairs if this interchange is to continue to function.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing interchange.

Zip Code: 49509.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the design of the M-11 (28th Street) bridge over US-131 in Kent County (CS 41131 - JN 53766C). The work items include bridge approach work and ramp design. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$162,701.39. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The work is for bridge approach work and ramp design.

Benefit: The benefits of this work are for the approach to an improved bridge and the increased acceleration/deceleration lengths for the ramps.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The structure is in poor condition and needs upgrading and repairs if this interchange is to continue to function. The approach work is necessary for the completion of the project and bridge work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing interchange.

Zip Code: 49509.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2003-0204) between MDOT and Finkbeiner, Pettis & Strout, Inc., will provide for additional survey work of 1500 feet south of the Orchard Lake Road overpass of US-24 and the US-24 southbound ramp to Orchard Lake Road to complete the road design for the reconstruction of US-24, and will increase the authorization amount by \$56,591.68. The original authorization (Z3) provides for the development of plans for the road design of the reconstruction of US-24 from Elizabeth Lake Road to 1200 feet south of Orchard Lake Road in Pontiac, Waterford, and Sylvan Lake Townships in Oakland County (CS 63052 - JN 50291C). The authorization term remains unchanged, September 19, 2003, through April 8, 2006. The revised authorization amount will be \$636,754.24. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The original authorization (Z3) provides for the development of plans for the road design of the reconstruction of US-24 from Elizabeth Lake Road to 1200 feet south of Orchard Lake Road in Pontiac, Waterford, and Sylvan Lake Townships in Oakland County. This revision will provide for additional survey work of 1500 feet south of the Orchard Lake Road overpass of US-24 and the US-24 southbound ramp to Orchard Lake Road to complete the road design of the reconstruction of US-24.

Benefit: Completing the additional survey work will allow the road design consultants to continue the design on the southern end of the project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the additional survey work is not completed, the road design and thus the reconstruction will not allow for the extension of the necessary additional length on the southern end of the project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48307.

22. HIGHWAYS – Increase Scope and Amount, Extend Term

Amendatory Contract (2003-0260/A2) between MDOT and URS Corporation Great Lakes will increase the number of structures for reconstruction design to 32, all within the city of Detroit, and add services to include substructure repairs, painting, pin and hanger replacement, and overlay and approach work, will increase the contract amount by \$757,745.40, and will extend the contract term by seven months. The time extension is needed to provide sufficient time for the consultant to complete the additional work. The original contract provides for the design of the reconstruction of 23 structures on I-96 from west of the eastbound I-96/M-39 ramp to Schafer in the city of Detroit, Wayne County. The work items include reconstruction of the mainline and all ramps, as well as removal and replacement of storm sewer(s), lighting, sign trusses, guardrail(s), attenuators, and fencing. The revised contract term will be May 16, 2003, through March 1, 2005. The revised total contract amount will be \$4,549,271.40. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment is for the additional time, scope, and negotiated amount required to increase the number of bridge structures being designed to 32 and to add additional services to include but not be limited to substructure repairs, painting, pin and hanger replacement, as well as overlay and approach work. These additional structures and work items are at the request of the Federal Highway Administration (FHWA). The additional structures were constructed in the early to mid 1970's and show signs of distress and exposed deck bar. The substructure units on all of the bridge structures show severe cracking and spalling. The original contract provides for the design of the I-96 expressway reconstruction project, including 23 structures. The structures are all within the city of Detroit. The existing pavement and bridge structures are in extremely poor condition. The existing roadway consists of 12 lanes (three express lanes and three local lanes in each direction), and the project will include the design work for repairs on 32 associated bridges. This reconstruction project is included within the MDOT Five Year Road Plan; it will be found within the 2004 to 2006 STIP / TIP and is currently planned to be constructed during the summer of 2005.

Benefit: The benefit of this amendment is to meet FHWA recommendations that the mainline bridges meet current MDOT construction requirements, match the proposed roadway work, and meet structural load ratings. This will also improve the ride, condition, and safety of the expressway. This reconstruction project will reduce the long term maintenance costs for this area and provide for minimal future disruptions of traffic to perform work on the bridge structures one at a time.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the expressway, reconstruction is the preferred repair. The risk of not approving this amendment to add bridge structures and work items is that the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of reconstruction over the same twenty year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to reconstruction, would require additional multiple disruptions to the traffic. These additional disruptions would result in increased costs to the users in the form of user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48217.

23. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R2) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for a road design survey to supplement aerial photogrammetry for freeway design, including ground control, alignment, property ties, right-of-way, and mapping details, and will increase the authorization amount by \$348,700.69. The original authorization (Z4) provides for design services on US-127 from St. Johns to Ithaca (CS 29011/19032 - JN 46268C). The term of the authorization remains unchanged, November 19, 2003, through August 5, 2006. The revised authorization amount will be \$448,477.11. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to provide a road survey for the design of the reconstruction of US-127 from four-lane divided highway into limited access right-of-way Interstate. The proposed additional work is to densify survey ground control, determine legal alignments and existing Rights of Way, tie in property, and pickup mapping details unavailable to the photogrammetrists or changed since the photomapping.

Benefit: The freeway will provide improved road surface conditions and improved ride quality; traffic will flow smoother and safer; the freeway will have more capacity. The design can be completed only upon completion of this road design survey.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The design cannot be completed until the survey is completed. Most right-of-way cannot be acquired until the design reaches the grade inspection phase, well after the completion of this survey.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48879.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z18) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for construction engineering services to be performed on the M-6/I-196 project, in Ottawa County (CS 70025 - JN 77814A). The work items include inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities, reporting and recordkeeping, and finaling all project documentation. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$472,006.58. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for full construction engineering services on the M-6/I-196 project in the Grand Rapids TSC. This project is the last of the new M-6 freeway projects that need to be completed prior to opening. These services will support the delivery of this improve/expand program in a timely manner. At present, this work cannot be completely handled by MDOT forces. This authorization will provide for construction engineering services that are required during construction that MDOT forces cannot handle at that time.

Benefit: The benefits include adequate project administration and inspection and testing, as required by Federal law, for a new freeway for the people of Michigan, resulting in a high quality product. The services will result in assuring all parts of construction are up to current MDOT standards. This new freeway will alleviate congestion and the associated safety risks in the west Michigan area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these construction engineering services is that the construction of M-6 in the Grand Rapids TSC will not have adequate project administration and inspection and testing, resulting in sub-standard work and possible loss of Federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is construction engineering for the last phase of a new construction project.

Zip Code: 49426 and 49418.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z20) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for inspection and testing services to be performed on an existing bridge on M-30 in Gladwin County (CS 26032 - JN 76074A). The work items include bridge rehabilitation and approach work. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$100,976.93. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitate the existing bridge on M-30 in Gladwin County.

Benefit: The repaired bridge will improve the ride quality of the existing roadway and decrease bridge maintenance costs, as well as extending the life of the structure.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing bridge is deteriorating to the point of becoming a hazard.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new bridge, this is a rehabilitation of an existing bridge.

Zip Code: 48624.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z21) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for inspection and testing services to be performed on an existing bridge on M-30 in Gladwin County (CS 26022 - JN 76072A). The work items include bridge rehabilitation and approach work. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$100,976.93. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitate the existing bridge on M-30 in Gladwin County.

Benefit: The repaired bridge will improve the ride quality of the existing roadway and decrease bridge maintenance costs, as well as extending the life of the structure.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing bridge is deteriorating to the point of becoming a hazard to both the motorists and the residence along this portion of roadway that the bridge is on.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new bridge, this is a rehabilitation of an existing bridge.

Zip Code: 48624.

27. HIGHWAYS – Master Agreement

Master Agreement (2003-5562) between MDOT and Detroit Edison Company will define the rights and obligations of the parties with regard to future projects involving Detroit Edison Company rail facilities. Funding for future projects will be issued through site-specific authorizations under this Master Agreement.

Purpose/Business Case: This master agreement will provide a mechanism for authorizing safety projects involving railroad tracks and/or grade crossings owned by Detroit Edison Company.

Benefit: This will provide a mechanism through which to authorize individual grade crossing safety projects involving Detroit Edison Company.

Funding Source: This master agreement in and of itself conveys no funding. Future authorizations issued under its provisions will be funded with dedicated Federal and/or State grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660(1)(a), respectively.

Commitment Level: This master agreement in and of itself conveys no funding.

Risk Assessment: Project funding authorizations under this master agreement will be issued for the sole purpose of enhancing motorist safety at railroad grade crossings.

Cost Reduction: This master agreement in and of itself conveys no funding.

New Project Identification: This master agreement is not project-specific.

Zip Code: 48226.

28. *HIGHWAYS - Intelligent Transportation Society of Michigan

Contract (2004-0095) between MDOT and the Intelligent Transportation Society of Michigan (ITS Michigan) is a grant to provide funding for the administrative support of ITS Michigan through September 30, 2004. The mission of ITS Michigan is to promote public-private partnership in the development and deployment of intelligent transportation technologies. ITS Michigan enables its members to build a network of peers from the public and private sectors to exchange information and share ideas that advance intelligent transportation technologies and to improve transportation by promoting research, deployment, and operation of intelligent transportation systems through leadership and partnerships with public, private, educational, and consumer stakeholders. The grant will be in effect from February 1, 2004, through September 30, 2004. The total contract amount will be \$80,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The grant will provide support to ITS Michigan to help it achieve its mission of improving transportation by promoting research, deployment, and operation of intelligent transportation systems through leadership and partnerships with public, private, educational, and consumer stakeholders.

Benefit: MDOT and the State must maintain partnership relationships with transportation interest groups, advocacy organizations, and other interested parties to promote inclusive planning and design processes.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This is a one time grant for the remainder of this fiscal year's support.

Risk Assessment: The grant is for the independent administration and operation of the ITS Michigan activities. Without this support, ITS Michigan would be dependent on volunteers to coordinate its efforts. ITS Michigan has evaluated its options and has found that its success is dependent on independent administration of the organization.

Cost Reduction: Each year, ITS Michigan will evaluate what administrative costs are needed. MDOT participates in that evaluation and focuses on keeping costs low.

New Project Identification: N/A.

Zip Code: 49606.

29. HIGHWAYS - IDS Engineering Services

Contract (2004-0100) between MDOT and Lichtenstein Consultant Engineers will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services

Contract (2004-0101) between MDOT and Nederveld Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services

Contract (2004-0102) between MDOT and L&B Engineering Consultants will provide project close out services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$200,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Contract (2004-0104) between MDOT and NTH Consultants, Limited, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. HIGHWAYS - IDS Research Services
Contract (2004-0105) between MDOT and Lawrence Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Engineering Services
Contract (2004-0106) between MDOT and Somat Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. HIGHWAYS - IDS Engineering Services
Contract (2004-0109) between MDOT and Spicer Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
36. HIGHWAYS - Real Estate Mapping Services
Contract (2004-0110) between MDOT and JCK & Associates, Inc., will provide for the update of the Delta and Osteo Counties map books for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2004. The amount of this contract will be \$70,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds (SPR).

Purpose/Benefit Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

New Project Identification: N/A.

Zip Code: 49820 and 49735.

37. HIGHWAYS - Real Estate Mapping Services

Contract (2004-0112) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the VanBuren and Washtenaw Counties map books for the Real Estate Support Area. This update will include transferring the original hand drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2004. The amount of this contract will be \$70,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds (SPR).

Purpose/Benefit Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

New Project Identification: N/A.

Zip Code: 49079 and 48176.

38. HIGHWAYS - Real Estate Mapping Services

Contract (2004-0113) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the Midland and Kent Counties map books for the Real Estate Support Area. This update will include transferring the original hand drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2004. The amount of this contract will be \$70,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds (SPR).

Purpose/Benefit Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

New Project Identification: N/A.

Zip Code: 48657 and 49518.

39. HIGHWAYS - IDS Engineering Services

Contract (2004-0116) between MDOT and Soil and Materials Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. HIGHWAYS - IDS Engineering Services
Contract (2004-0122) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
41. HIGHWAYS - IDS Engineering Services
Contract (2004-0123) between MDOT and Pavement Management Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
42. HIGHWAYS - IDS Engineering Services
Contract (2004-0124) between MDOT and Villa Environmental Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
43. *MULTI-MODAL – Increase Services
Amendatory Contract (2004-0011/A1) between MDOT and the Interurban Transit Partnership (ITP) will increase the services to add administrative oversight of the RapidVan Vanpool Program to the FY 2004 ridesharing program services at no additional cost. ITP requested that the contract be amended to include the administrative oversight services in order to be able to demonstrate its ability to centrally handle all needed public transit services, including vanpools services, in its service area. The original contract provides funding for the FY 2004 ridesharing program for Allegan, Ionia, Kent, Mecosta, Montcalm, and Osceola Counties. The contract term remains unchanged, October 1, 2003, through September 30, 2004. The total contract amount remains unchanged at \$90,700. Source of Funds: Federal Highway Administration Funds - \$57,900; FY 2004 State Restricted Comprehensive Transportation Funds - \$32,800.

Purpose/Business Case: Provides for the enhancement of the rideshare program by adding a locally administered vanpool program.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions, while making our roadways safer by reducing the number of vehicles using them.

Funding Source: Federal Highway Administration Funds - \$57,900; State Restricted Comprehensive Transportation Funds - \$32,800.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving the amendment are loss of federal funding, inability to provide car/vanpool matching services to the commuting public, and elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: Not a new construction project.

Zip Code: 49506.

44. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2001-0340/A1) between MDOT and the Alger County Board of Commissioners will extend the contract term by one year in order to allow sufficient time for the project work to be completed and final payment made. The contractor has stopped work on the project due to unfavorable winter weather conditions and will begin again in the spring. The original contract provides for runway grading and seeding at the Hanley Field in Munising, Michigan. The revised contract term will be March 5, 2001, through March 4, 2005. The total contract amount remains unchanged at \$7,000. Source of Funds: State Restricted Aeronautics Funds - \$6,300; Alger County Funds - \$700; Contract Total - \$7,000.

Purpose/Business Case: The original contract for the runway grading and seeding will expire on March 4, 2004. The contractor who performed the work on the project has stopped work for the winter and will begin again in the spring. A one-year extension will allow sufficient time for the completion of the project.

Benefit: The extension will allow the contract to remain open until the work is completed and final payment is made.

Funding Source: State Restricted Aeronautics Funds - \$6,300; Alger County Funds - \$700; Contract Total - \$7,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project could not be completed, and a new retroactive contract would be required.

Cost Reduction: All contractor cost are reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49862.

45. *MULTI-MODAL (Aeronautics) - Increase Amount and Extend Term

Amendatory Contract (2002-0159/A1) between MDOT and the Manistee County Board of Commissioners will increase the contract amount by \$4,000 in order to allow for higher than anticipated environmental review costs and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for an environmental review for land acquisition at the Manistee County-Blacker Airport in Manistee, Michigan. The revised contract term will be November 30, 2001, through November 29, 2021. The revised total contract amount will be \$30,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$23,400	\$3,600	\$27,000
Manistee County Funds	\$ 2,600	\$ 400	\$ 3,000
Total	<u>\$26,000</u>	<u>\$4,000</u>	<u>\$30,000</u>

Purpose/Business Case: The purpose of this amendment is to increase the contract amount to cover the cost of unanticipated coordination with the Michigan Department of Natural Resources (MDNR), the U.S. Forest Service, and the U.S. Department of Interior. This additional coordination is needed to negotiate a land exchange between the airport and MDNR.

Benefit: The project will meet the airport's need to acquire property from the State of Michigan for installation of an instrument landing system.

Funding Source: State Restricted Aeronautics Funds - \$27,000; Manistee County Funds - \$3,000; Contract Total - \$30,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the local government will not be able to afford the cost without State participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49660.

46. ***MULTI-MODAL (Aeronautics) – Increase Services and Amount, Extend Term**

Amendatory Contract (2002-0389/A2) between MDOT and the Emmet County Board of Commissioners will increase the services to provide for design changes and adjustments for the security system, will increase the contract amount by \$414,451 accordingly, and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of a terminal building at the Pellston Regional Airport in Pellston, Michigan. The revised contract term will be June 18, 2002, through June 17, 2022. The revised total contract amount will be \$4,238,394. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,140,824	\$341,400	\$3,482,224
State Restricted Aeronautics Funds	\$ 174,490	\$ 18,966	\$ 193,456
Emmet County Funds	\$ 508,629	\$ 54,085	\$ 562,714
Total	<u>\$3,823,943</u>	<u>\$414,451</u>	<u>\$4,238,394</u>

Purpose/Business Case: The amendment will cover the final costs of a new terminal building, which were higher than anticipated due to design changes and adjustments for the security system. Since September 11, the FAA security office has been assigned to the Transportation Security Administration, which in turn is being restructured into the Homeland Security Administration. These changes have left security approvals for the building in a state of delays and adjustments. Several changes in the building's layout for baggage screening and handling has resulted in increased costs of the construction.

Benefit: The amendment will allow for the channeling of Federal funds to the project to pay for that share of the project. State and local funds will also supplement the final costs and allow for the final closure of the project.

Funding Source: FAA Funds - \$3,482,224; State Restricted Aeronautics Funds - \$193,456; Emmet County Funds - \$562,714; Contract Total - \$4,238,394.

Commitment Level: The project sponsor is contractually obligated to pay the contractor and engineering consultants for the work.

Risk Assessment: If payment is not made in full, the airport sponsor will be in violation of their obligation and will risk legal action.

Cost Reduction: The contract was awarded to the lowest bidder through a competitive bidding process. The consultant contracts were awarded by solicitation of proposals and then negotiated with the highest qualified firm per Federal guidelines.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49769.

47. ***MULTI-MODAL (Aeronautics) – Reduce Services and Amount, Extend Term**
 Amendatory Contract (2003-0255/A1) between MDOT and the Delta County Board of Commissioners will reduce the services and the local funding by \$158,340 in order to remove Federally-ineligible security items from the contract, will reduce the total contract amount accordingly, will adjust funding between line items, and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The security items will be provided for in another contract. The original contract provides for the expansion and remodeling of the terminal building (with blast wall) at the Delta County Airport in Escanaba, Michigan. The revised contract term will be June 4, 2003, through June 3, 2023. The revised total contract amount will be \$2,351,660. Source of Funds:

	<u>Previous Total</u>	<u>Decrease</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,116,500	\$ 0	\$2,116,500
State Restricted Aeronautics Funds	\$ 117,580	\$ 0	\$ 117,580
Delta County Funds	<u>\$ 275,920</u>	<u>(\$158,340)</u>	<u>\$ 117,580</u>
Total	<u>\$2,510,000</u>	<u>(\$158,340)</u>	<u>\$2,351,660</u>

Purpose/Business Case: The project was originally set up as a terminal expansion and rehabilitation due to a growing community and to the new security needs since 9/11. Confusion with the FAA regarding the new security measures led to delays in the decision of new security measures. After the original contract was in place, the FAA determined that certain areas of the building would not be eligible. Since those areas met State requirements and the County was still obligated to provide the security areas, the State offered a 50/50 State-Local grant to assist the local community. All of the federally ineligible work is being deleted from this contract and will be funded by the other grant. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The new contract will be easier to administer by separating the work items.

Funding Source: Federal Aviation Administration Funds - \$2,116,500; State Restricted Aeronautics Funds - \$117,580; Delta County Funds - \$117,580; Contract Total - \$2,351,660.

Commitment Level: The airport sponsor is a requirement of the Federal government to provide security areas. However, the Federal government is in a transitional period in which there is no funding of security from the FAA. The Transportation Security Administration has not yet set up funding.

Risk Assessment: If the ineligible work is left in the contract, additional time would be spend by project accounting and the FAA to separate the eligible and ineligible work items, thus increasing the administrative costs to both the State and the FAA.

Cost Reduction: This amendment will reduce administrative and engineering review costs.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49829.

48. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount, Extend Term

Amendatory Contract (2003-0350/A1) between MDOT and the Luce County Board of Commissioners will add design engineering for the rehabilitation of runway 11/29 medium intensity runway lights (MIRL) and a precision approach path indicator (PAPI) to the project, will increase the contract amount by \$11,144, and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for airport paint marking and the purchase of snow removal equipment (loader and blower) at the Luce County Airport in Newberry, Michigan. The revised contract term will be July 18, 2003, through July 17, 2023. The revised total contract amount will be \$202,944. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$172,620	\$10,030	\$182,650
State Restricted Aeronautics Funds	\$ 9,590	\$ 557	\$ 10,147
Livingston County Funds	\$ 9,590	\$ 557	\$ 10,147
Total	<u>\$191,800</u>	<u>\$11,144</u>	<u>\$202,944</u>

Purpose/Business Case: The project includes airport pavement markings and the purchase of snow removal equipment. The increase is to pay for an increase in the scope of the project, which will add the design of the rehabilitation of runway 11/29 medium intensity runway lighting and a precision approach path indicator for runway 29. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The current lighting system on runway 11/29 has become unreliable, as it has been used beyond its design life. Rehabilitation of the lights will ensure that reliable lighting is available to aircraft using this runway at night or in inclement weather conditions. The installation of the PAPI will aid aircraft to land on the runway.

Funding Source: Federal Aviation Administration Funds - \$182,650; State Restricted Aeronautics Funds - \$10,147; Luce County Funds - \$10,147; Contract Total - \$202,944.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49868.

49. MULTI-MODAL (Aeronautics) - Wetland Delineation

Contract (2004-0103) between MDOT and the Oakland County Board of Commissioners will provide Federal and State grant funds for wetland delineation at the Oakland Southwest Airport in New Hudson, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$4,491; State Restricted Aeronautics Funds - \$249; Oakland County Funds - \$250; Contract Total - \$4,990.

Purpose/Business Case: The project is for a wetland delineation to meet the requirements of the Michigan Department of Environmental Quality (MDEQ) for identifying impacts of proposed improvements on wetlands.

Benefit: The benefit of this work is that it will satisfy MDEQ requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: FAA Funds (via Block Grant) - \$4,491; State Restricted Aeronautics Funds - \$249; Oakland County Funds - \$250; Contract Total - \$4,990.

Commitment Level: The contract is fixed for the project.

Risk Assessment: If the contract is not awarded, the project may not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: A consultant will be procured to gather the environmental data.

Zip Code: 48327.

50. MULTI-MODAL (Aeronautics) - Relocation of a Building, Apron, and Taxiway

Contract (2004-0126) between MDOT and the City of Sandusky will provide Federal and State grant funds for the construction of the relocation of a terminal building, associated apron, and taxiway (phase 2) at the Sandusky City Airport in Sandusky, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$144,900; State Restricted Aeronautics Funds - \$8,050; City of Sandusky Funds - \$8,050; Contract Total - \$161,000.

Purpose/Business Case: The project includes the relocation of the terminal building, the associated apron, and the taxiway connecting the apron to the runway. This is required by FAA in order to bring the runway safety areas and object-free areas into compliance with Federal regulations.

Benefit: The current locations of the terminal building and associated aircraft apron are violations of current FAA requirements for runway safety areas and object free areas. The relocation will move the terminal building and associated apron from these areas. The new connecting taxiway will accommodate the relocation. These facilities will be similar to the existing facilities and will continue to provide the appropriate level of service to the airport and aircraft. Failure to relocate the facilities may make the airport ineligible for future Federal funds.

Funding Source: FAA Funds (via Block Grant) - \$144,900; State Restricted Aeronautics Funds - \$8,050; City of Sandusky Funds - \$8,050; Contract Total - \$161,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation. In addition, failure to construct these improvements may cause the airport to forfeit future FAA funds.

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a replacement of existing facilities.

Zip Code: 48471.

51. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2001-0354/A1) between MDOT and Michigan State University (MSU) will extend the contract term by approximately thirteen months to provide sufficient time for MSU to finalize the project. The additional time is needed because weather problems and technical difficulties outside of MSU's control have resulted in delayed sample collection and data analysis. The original contract provides for the assessment of the effects of residual road salt on macroinvertebrates in marshes, wetlands, and other standing water habitats. The revised contract term will be March 16, 2001, through March 31, 2005. The contract amount remains unchanged at \$199,985. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to study the effects of road salt on small open water systems such as wetlands. The funds for the project have been allocated; this amendment is to request an extension to the contract.

Benefit: Road salt (NaCl) has been used in North America for many years to clear roads and highways. Due to increased usage and greater population densities, the contamination of surface waters by road salts has become an area of particular concern since little is presently known of the effects of such contaminants on the biotic lota and lentic habitats. Although much work has been conducted evaluating the overall health of aquatic ecosystems, very few studies have been conducted on the effects of sodium chloride on standing water habitats. The results of this study will be used by MDOT and other units of government to assess the potential negative impacts of road salt application on small open water habitats and to evaluate ways to mitigate these negative impacts.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is an actual cost contract.

Risk Assessment: If the amendment is not awarded, MSU will not be able to finalize the project, and MDOT will not receive a completed study.

Cost Reduction: There is no cost reduction.

New Project Identification: This is not a new project.

Zip Code: 48824.

52. *TRANSPORTATION PLANNING - Change Scope, Adjust Budget, Extend Term

Amendatory Contract (2002-0208/A3) between MDOT and URS CANADA INC. will change the scope of services to include finalizing the study, preparing draft documents, and establishing an Air Quality Task Force to define the methodology to be used to determine air quality impacts consistent with Canadian and U.S. laws and regulations, will reallocate \$771,242 of the budget accordingly, and will extend the contract term by five months. The time extension is needed to allow the consultant additional time to complete the project. Delays have occurred due to the complex communications between various participants. The original contract provides for a Planning/Need and Feasibility Study to develop a long-term transportation strategy that will ensure safe and efficient movement of people and goods across the border within the region of Southeast Michigan and Southwest Ontario. MDOT has entered into a partnership with the U.S. Federal Highway Administration (FHWA), Transport Canada, and the Ontario Ministry of Transportation (MTO) to conduct this study. The revised contract term will be February 21, 2002, through September 30, 2004. The total project amount remains unchanged at \$4,504,033.90 (Canadian). MDOT contributes 50 percent of this amount. Therefore, the total contract amount remains unchanged at \$2,252,016.95 (Canadian). Source of Funds - Federal Highway Administration Funds - \$1,801,613.56 (Canadian); State Restricted Trunkline Funds - \$450,403.39 (Canadian).

Purpose/Business Case: The study began in 2002. Its purpose is to evaluate the need for creating a new crossing facility between Detroit and Windsor, Canada.

Benefit: Michigan and Ontario, Canada jointly develop a long-term plan to handle future international travel demand and facilitate trade between the two nations.

Funding Source: Federal Highway Administration Funds - \$1,801,613.56 (Canadian); State Restricted Trunkline Funds - \$450,403.39 (Canadian).

Commitment Level: This is on an actual cost basis plus fixed fee.

Risk Assessment: The study work products will not be finalized.

Cost Reduction: There is no cost reduction.

New Project Identification: This is a research project with no construction involved.

Zip Code: 48226.

53. TRANSPORTATION PLANNING - I-75 Crossing Study

Project Authorization (Z8) issued under Master Agreement (2003-0017) between MDOT and the Northeast Michigan Council of Governments will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will provide for the conduct of a study of I-75 in the city of Gaylord, including development of a long-term strategy for the efficient east-west movement of traffic across I-75 and local road improvements in the Gaylord urban environment. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$47,000. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the Federally-approved Unified Work Program (UWP) for metropolitan planning organizations (MPOs) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with Federal laws and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are ongoing projects for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 Program and the Federal Transit Administration 5303 and 5313 Transit Planning and Coordination Program.

Zip Code: 49735.

54. *TRANSPORTATION PLANNING - Macomb County Trail Master Plan Project

Contract (2004-0111) between MDOT and the County of Macomb will provide for the development of a county-wide trail master plan for greenways and trails linking people, schools, businesses, parks, natural resources, and cultural and historic landmarks to each other, as well as to other communities and resources in adjacent counties. The contract will be in effect from the date of award through September 30, 2004. The total cost of the project will be \$50,000. Source of Funds: Federal Highway Administration Funds - \$40,000; State Restricted Trunkline Funds - \$10,000.

Purpose/Business Case: The purpose of this project is to seek consensus between local, regional, and state agencies on the development of trails and greenways within Macomb County. The final product is envisioned to be a plan that is uniquely tailored to the communities within Macomb County and will serve as a guide to trail planning, design, and construction in the future.

Benefit: A prime benefit of this project will be the completion of a comprehensive trail master plan that will guide investment in nonmotorized facility construction for years to come. This will benefit the local community in identifying gaps in the existing system and will allow for the coordinated development of future facilities. MDOT will also benefit in that when Macomb County communities apply for Enhancement Funds to build the new facilities identified in the plan, the funds committed will have the greatest impact on the surrounding communities.

Funding Source: The funds for this contract are from the State Planning and Research (SPR) program. SPR is an 80% federally funded program that requires a 20% state or local match. SPR is an annual work program, therefore, funds are not encumbered. Federal Highway Administration Funds - \$40,000; State Restricted Trunkline Funds - \$10,000.

Commitment Level: This is an actual cost contract.

Risk Assessment: If this contract is not granted, these funds will have to be used for another SPR project this fiscal year, or the funds will be lost.

Cost Reduction: A lower rate has not been negotiated for the contract.

New Project Identification: This will be a new planning project.

Zip Code: 48043.

55. *TRANSPORTATION PLANNING - M-15 Access Management Plan/Genesee County

Contract (2004-0114) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the development and seeking of adoption of a comprehensive corridor access management plan for M-15 from the I-75 interchange in Oakland County to the I-69 interchange in Genesee County. The contract will be in effect from the date of the award through September 30, 2004. The contract amount will be \$114,035.90. Source of Funds: Federal Highway Administration Funds - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18.

Purpose/Business Case: The M-15 corridor has had an early preliminary engineering study which recommends reconstruction and widening of the roadway in the future. At this time, no construction funding is available within MDOT's five-year Road and Bridge Program. Access Management is one interim activity recommended that would help maintain the near term operational element of the roadway and improve safety.

Benefit: The benefit of Access Management is the reduction of crashes and the preservation capacity and protection of the public investment in the roadway.

Funding Source: Federal Highway Administration Funds - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

Commitment Level: This is a cost plus fixed fee contract.

Risk Assessment: The risk is high that the corridor will not be preserved through local initiatives. This activity will unify seven units of local government with MDOT in determining how access to and from M-15 will take place through the development of a mutually agreeable corridor land use and access management plan/zoning ordinance.

Cost Reduction: The contract is with consultants that now work with the local agencies and that have access to local data required for the development of the plan. Any other combination of firms would need to gather this information and would have to secure the trust of local officials. The costs were estimated based on the mileage of the route. The average cost per mile of other studies was used as a benchmark. A lower rate was not negotiated.

New Project Identification: This is a new study. This project is associated with the MDOT improve/expand program. All seven local agencies have been involved in the Early Preliminary Engineering Study and concur that an access management plan would benefit the corridor in absence of construction funds.

Zip Code: 48503.

STATE PROJECTS

56.	LETTING OF NOVEMBER 07, 2003	ENG. EST.	LOW BID
	PROPOSAL 0311014	\$ 21,932,440.00	\$ 17,761,361.00
	PROJECT M 86000-M00199		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2006		-19.02 %

0.720 mi of cleaning and coating existing structural steel on the center span of the Mackinac Bridge in the city of Mackinaw, Emmet County.

BIDDER	AS-READ	AS-CHECKED	
Abhe & Svoboda, Inc.	\$ 18,637,777.00	Same	7
Atsalis Brothers Painting Co.	\$ 19,634,520.00	Same	8
Clara Industrial Services Limited	\$ 32,676,460.80	Same	9
Liberty Maintenance, Inc.	\$ 17,812,057.22	Same	2
Eagle Painting & Maintenance Co.	\$ 18,555,440.00	Same	6
M & J Painting/North Star Painting	\$ 17,950,440.00	Same	4
Royal Bridge Inc./VHP Enterprises	\$ 17,922,000.00	Same	3
Allstate Paint. & Cont./American	\$ 17,761,361.00	Same	1 **
Bridges R Us Painting Company, Inc.	\$ 17,997,777.00	Same	5
Avalotis Corporation			

9 Bidders

1/29/2004

Revision explanation: The low bid amount identified above on the initial as-checked release was incorrect. Please adjust manual records accordingly.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Mackinac Bridge Authority	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49781.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

- Construct right-turn lane for north bound traffic on Saginaw Street at Crane Drive intersection, in the city of Grand Blanc, Genesee County.

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

73782A

Zip Code: 48439

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director